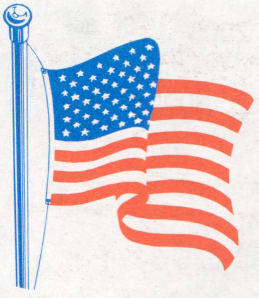
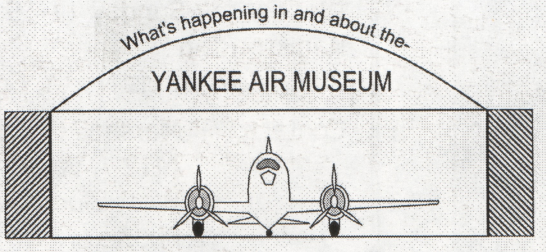
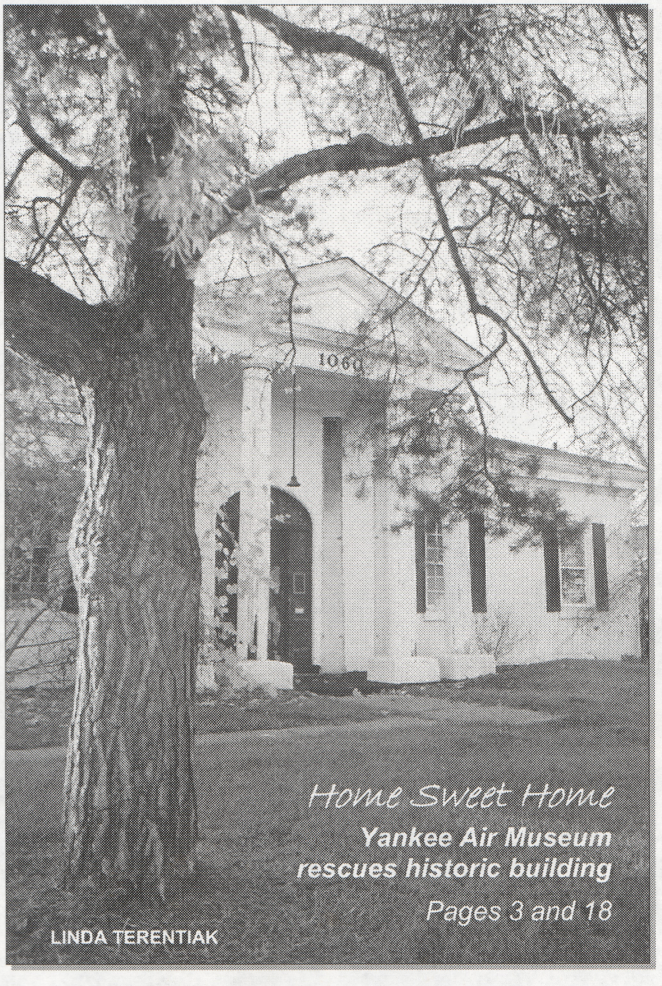
The Newsletter of the Yankee Air Force





Hangar Happenin's

WELCOMING A NEW YEAR 2005



SPECIAL KEEPSAKE ISSUE

YANKEE AIR FORCE: The First Year (or So)

WITH EPILOGUE: **THE HANGAR**

by **Harry Terpstra**
Founding Member #015

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January 2005

Yankee Air Force, Inc.
d/b/a **Yankee Air Museum**
A Non-Profit Organization
501(c)(3)
Hangar 2 - South & West Access
Willow Run Airport
Belleville, Michigan USA

Hangar Happenin's is the monthly newsletter of the Yankee Air Force.

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1919 - 2000

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Ex Officio: Dennis Norton

MEETING SCHEDULE

General Membership
1st Wednesday of Month - 7:30 PM
All Members & Guests Welcome

Flyable Aircraft Meeting
2nd Wednesday of Month - 7:30 PM
Everyone Welcome

Board Meeting
3rd Wednesday of Month - 7:30 PM
All Members Welcome

Staff Meeting
4th Saturday of Month - 10:30 AM
All Department Chairs & Managers

Phone: (734) 483 - 4030

CONSERVATION LAB
2033 A Street - East Access
(734) 482-9810

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REUNION !

494th Bomb Group (H) flew B-24s
in World War II with the **7th AAF**

Wednesday-Sunday 11-15 May 2005
Radisson Inn
Colorado Springs North, Colorado 80920

Contact: **Marshall Keller**
7412-A Vassar Drive East
West Bloomfield MI 48322
Phone or Fax 1-248-626-3684

Gilbert Rohde
10589 Ronald Lane
Northglenn CO 80234
Phone 1-303-452-5078

OR

Herman Gerres
Phone 1-719-564-4680

DATES OF INTEREST

* * * * * * * * * * * * * * * * * *

14 January 1943	Roosevelt & Churchill meet at Casablanca Conference to plan invasion of Europe
16 January 1991	*Operation Desert Storm* begins
20 January 1915	U. S. Coast Guard established
20 January 2005	Inauguration Day
25 January 1949	U. S. Air Force adopts blue uniform
27 January 1939	First flight of a P-38 Lightning
29 January 1943	64 B-17s make bombing attack on Germany

* * * * * * * * * * * * * * * * * *

50/50 WINNER

at the December meeting was

STEVE GUENTHER

donating his winnings to our Building Fund !

To contact Hangar Happenin's
E-mail: **hangarhapps@yankeeairmuseum.org**
Phone: **(734) 483-4030**

Opinions expressed by our columnists are rightfully their own and do not necessarily reflect the outlook of our entire organization.

The Hangar 2 Report

by ***Jon Stevens*** *L 4172 WR*

WHERE WE'RE GOING FROM HERE

DAVE STONOSKI

Losing the Willow Run hangar that had been our home since 1982 was a severe loss to all of us. At the same time though, life does go on, including with the museum. As 2004 winds down (this being written the first week in December), I'd like to again discuss the year that's passing, talk about some of the accomplishments we made, and a little bit about where we're going from here.

Our greatest accomplishments still take place behind the scene. In this case, it is the work that the Long Range Planning Committee (LRPC) has continued doing. Under **Randy Hotton**'s guidance, in 2003 we chose to become more of an events-driven organization. Several new events were scheduled, including the Yankee Air Museum Fantastic Flying Film Festival (YAMFFFF) during which we showed aviation-related films and then gave tours of the aircraft that related to the film. The two movies we showed early this year were *Twelve O'Clock High* (starring Gregory Peck and Dean Jagger) and *Thirty Seconds Over Tokyo* (starring Spencer Tracy, Van Johnson and Robert Mitchum). The attendance was good, the events were profitable, and we were set to show two more movies in the fall. While we've had to interrupt the series, we are looking into another location, so that we can resume the movies. When that one is worked out, we'll let you know.

Another first-time event was Vietnam Veterans Recognition Day, which took place in July. Between a **M*A*S*H**-style Officers Club tent, San Miguel beer, almost 8 hours of taped 1960s music, my loud plain pants (if you missed them, you've probably preserved your eyesight!) and some great guest speakers, we all went back to the 'Nam era. The event was such a success, we're going to repeat it the first weekend in June.

At that time, we'll have the traveling Vietnam Wall, the Vietnam Veterans Touring Memorial *The Wall That Heals,* coming to Willow Run. Our current plans include placing the traveling Wall by the B-52 and the Huey helicopter. If you've never seen either the original Wall in Washington, D.C. or this traveling Wall, you owe it to yourself to come out and take in the event.

Two repeating events last year were our airshows, the *Grosse Ile Air Extravaganza* in June, and *Thunder Over Michigan* at Willow Run in August. Between Jim Leroy's *Pitts Special* aerobatics, and the flyovers by both an F-117 and a B-2, Grosse Ile was a great event. While it was more successful than in 2003, the Board unfortunately chose not to repeat the event this coming year. We'll see what 2006 brings...

As usual, *Thunder* was a major success! With well over 80 aircraft on the ramp, Mike Luther and Kevin Walsh put on probably the largest and best Naval aviation event that we might ever see. This event will be returning to Willow Run in 2005, but on a smaller scale. Watch ***ON THE HORIZON*** and our website **www.yankeeairmuseum.org** for more details.

Another area that the LRPC is looking at is our master plan for the expanded museum complex. With the loss of our original hangar, this is more critical than ever. We've updated the original plans we developed in late 2003, and have shared them with our Foundation's architects. Our internal planning had exceeded their expectations, and we've very likely cut at least a month off that project's timeframe.

Another part of the master plan included our taking possession of the original Willow Run farm's schoolhouse (often referred to as the Lindbergh House). Our plans include having a new foundation built, and moving the house over from the west side of the field in the spring. We've had several individuals and corporations step forward to support this project, and it appears that it will not cost anything directly out of our pockets.

The one event that we didn't plan on this year was the October 9th fire. The losses were devastating: several aircraft (including the WACO CG-4A glider, YOV-10 Bronco, L-39 Albatros, our Lockheed Lodestar and the Air Force Museum's F-105 Thunderchief) as well as many artifacts, too many to specifically mention, but they include our Library, as well as a number of hand-painted bomber jackets and other uniforms.

In the months since then, we've had a tremendous outpouring of support, both locally and from around the country and the world. Artifact donations have been coming in steadily, as have the offers of support from several other museums. Cash donations, both to us and to the *Michigan Aerospace Foundation* have also been coming in steadily. A lot of our equipment and office furnishings will be replaced by these donations, and our recently opened Conservation Lab on A Street has been adequately supplied. For those wishing to, donations can be mailed to:

MICHIGAN AEROSPACE FOUNDATION
PO BOX 8282
ANN ARBOR MI 48107-8282

Also, a large number of our members have stepped forward to help out as well. Their names are too numerous to mention here right now, but they know who they are. To each of them, I don't have the words to fully give my thanks, but please know that you'll always have our appreciation.

Here's to our having a great 2005. We'll have a lot of challenges in the new year, but there will be a lot of rewards and victories as well.

As always, remember if you've got anything you'd like to discuss, please feel free to call me
(734) 637-2117
or e-mail
jon_stevens_77@worldnet.att.net

UNTIL NEXT MONTH, LET'S KEEP TALKING, AND KEEPING 'EM FLYING!

START THE NEW YEAR RIGHT

HELP REBUILD OUR MUSEUM AND KEEP OUR PLANES FLYING WITH YOUR MAIL ORDER PURCHASE

1.) EMBROIDERED WINTER JACKET **$89.00** $94.34 Michigan Residents.
Navy blue jacket has a water-resistant nylon shell lined with fleece. Stretch knit waistband and cuffs keep the wind out. Exterior and interior pockets are secured with pull-tab zippers. You choose the logo you want embroidered. Specify size and logo choice below.

2.) EMBROIDERED DENIM SHIRT **$42.00** $44.52 Michigan Residents.
You can order long or short sleeves. 100% cotton shirt with button down collar and single pocket. You can have one of several different logo designs embroidered on the left chest. Specify sleeve length, size and logo choice below.

3.) HEAVYWEIGHT SWEATSHIRT **$49.00** $51.94 Michigan Residents.
Long sleeve sweatshirt features the YAF logo on the left chest. Our B-17, B-25 and C-47 are featured on the back. Six bright colors are used to silkscreen the designs. Sweatshirt has a collar and 3/4 length zipper. Can be ordered in faded denim blue or light olive green. Specify size and color below.

4.) EMBROIDERED BASEBALL STYLE CAP **$25.00** $26.50 Michigan Residents.
Navy blue baseball style cap has adjustable clasp for size adjustment. Choose the logo you want embroidered. Specify logo choice below.

5.) EMBROIDERED POLO SHIRT **$29.00** $30.74 Michigan Residents.
100% cotton shirt has knit collar, single pocket and wood-tone buttons. All seams are double stitched. Shirt can be ordered in navy blue or red. You decide which logo you want embroidered. Specify size, color and logo below.

CIRCLE the item number you wish to order: 1 2 3 4 5

CIRCLE the size: Men's Medium Men's Large Men's XL Men's 2XL

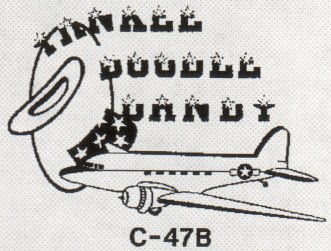
CIRCLE the color if you are ordering item 3 or 5: Navy Blue Red Faded Denim Blue Light Olive Green

CIRCLE the sleeve length if you are ordering item number 2: Short Sleeve Long Sleeve

CIRCLE the logo you want embroidered if you are ordering item number 1, 2, 4 or 5:

WARRIOR

Flight Experience



C-47B

If you are ordering items 1, 2 or 5 you can have your name embroidered at no extra charge.

Name you want embroidered : _____

Allow 2 - 4 weeks for delivery. Please make checks payable to YANKEE AIR MUSEUM.

Name _____

Address _____

City _____ **State** _____ **Zip Code** _____

Phone _____ **Best time to call** _____

Mail this order form to:

MAIL ORDER OFFER
YANKEE AIR MUSEUM STORE
P.O. BOX 590
BELLEVILLE, MI 48112-0590

Thank you to the following people for the work done for the **Election Committee.** The work done by these people consisted of not only preparing the ballots for mailing but also, because of the fire on October 9th, doing all of this work a second time, then counting the ballots (once).

The following people helped at least once while others were at every election event. In alphabetical order they are: **Gerald Barr, John** and **Marlis Brady, Dan Cojocar, Mary Ann Cripps, Dwight Koslowski, Nancy Lockwood, Don Messing, Robert Pilz, Evelyn Rouse, Howard Weber** and **Bill Hanney,** the Board representative.

Thank you again, all of you.

Al. Scotford
Election Committee Chairman

ELECTION RESULTS WILL BE PUBLISHED IN THE FEBRUARY 2005 ISSUE OF HANGAR HAPPENIN'S.

In Memory Of...

Bettajoyce Chio
wife of **Ken Chio**
passed away
November 17th, 2004.

Ken thanks everyone deeply for their sympathy and concern, especially grateful that so many friends from Yankee Air Museum were able to attend the services.

Thank you, **Steve Guenther**, for providing a very special Christmas tree to represent *Yankee Air Museum* at the *Belleville Are Museum* on Main Street over the holidays. Our tree's theme was *INTO THE BLUE* and decorated with miniature warbird ornaments with an American Flag at the top. Steve placed a stand-up Recovery Fund poster and donation can under the tree. Wonderful job *!!*

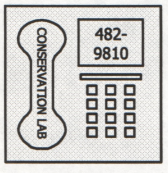
YANKEE AIR MUSEUM sponsoring QUILT #5*!*

OPERATION: QUIET COMFORT

Cut 6" denim squares from old jeans.
Allow 1" margins (no seams, please).
Use permanent marker
for your message, name, or design.
Our squares will be sewn into quilts
for US servicemen & women hospitalized
at *Landstuhl Regional Medical Center*
in Germany.
Mail your squares to:

Carol Baker
19551 Stanley St
Melvindale MI 48122

See the
Operation: Quiet Comfort
link on our website
www.yankeeairmuseum.org
or visit
http://groups.yahoo.com/group/operationquietcomfort



(734) 482-9810
is the correct phone number for our **Conservation Lab.**
The prefix was misprinted *483-* in our December issue.
Yankee Air Museum's phone is still (734) 483-4030.

HURON VALLEY™
Printing & Imaging

Our sincere appreciation to ***Huron Valley Printing & Imaging*** *for their expertise and assistance in producing each issue of* ***Hangar Happenin's.***

When our computer and software were destroyed by fire in October, these great folks gave us the gift of Microsoft® Publisher 2003 licensed to Yankee Air Force, Inc. to produce this and future issues.

Happy New Year ahead!

First published in the November 2000—December 2000—January 2001 issues of ***Hangar Happenin's*** *as a 3-part article written by* ***Harry Terpstra,*** *one of the Founders of Yankee Air Force, we dedicate this in its entirety as a handy reference and inspirational keepsake to those who may have forgotten and for those who never knew...*

YANKEE AIR FORCE: The First Year (or So)

by **Harry Terpstra**
YAF Member #015

A couple of years ago, **Bill Abbott** (the founding editor of *Hangar Happenin's*) asked me to put together an article about our early history. I said I would be glad to, thinking that I'd just get out my copies of Board minutes and newsletters and quickly put something together. After doing that, I realized this had to be much more than a listing of dry facts, because of the memories and emotions that re-emerged when all the joys, heartaches, friendships and united efforts were brought back during this search. In Bill's memory (Bill Abbott passed away earlier in 2000), I felt it was even more important to complete this article.

Having watched this organization grow for 18 years, it was impossible to tell this part of our history without including the people who took the *Yankee Air Force* beyond getting started; in fact, the people are the real story of the YAF. You know many of the names of those who were in the public eye; however, so many others (then as now) were the ones who made the day-to-day operations a success. You may even find that this story will have some applications to our current operations and approach.

In 1981, many of the core Founders-to-be were active around Willow Run Airport and centered around *Acme Flight Service* located in the old *Butler* round-tops (now gone) on the west side of the airport. This was an unusual group because they not only stopped in to work or fly, they also did many things together like flying to Mackinac Island or Petersburg Airport for a picnic and flour-bombing contest. There were always new aircraft types to learn to fly and we were challenged to become better pilots by the regular crews there. The diversity of members was just as true at the beginning as it is now. Early members included a manager/co-owner of a florist shop, an FAA control tower chief, professional pilots, secretaries, a graduate architect, aircraft mechanics, and automotive managers, among others. Their common interests were flying and the love of old airplanes. *Acme* was owned by **Greg** and **Cindy Smith** (now Neveu) and **Dennis Norton** was a flight instructor. **Patti Meyer**, **Bob Meyer**, **Dennis Neveu** and I were fledgling pilots. **T. J. Wilkins** was working in the control tower, **Elmer Spencer** was chief pilot and **Mike Lapine** was a pilot for *Zantop,* and **George Taylor** was with the airport safety fire crew. These friends with diverse backgrounds were looking for other ways to be challenged.

Our first ideas were simply centered on purchasing an older airplane that we could own and fly together.

It may be a surprise to many to learn that our first ideas were simply centered on purchasing an older airplane that we could own and fly together. Four of us looked at a Stinson hangared next to *Acme,* but after discussions with the owner, we realized we were not going to make a deal. Similar efforts were also frustrating, but little did we know that we were about to embark on an even more ambitious journey.

Even I don't know for sure whose idea getting a B-24 was, but the credit for pulling a group together has to go to **Dennis Norton** with **Gary Bassett**, **Cindy** and **Greg Smith**, and **Dennis Neveu**. Dennis Norton and Gary Bassett really developed the group idea while at the *Selfridge Air National Guard* airshow in August 1981. These folks met informally in September 1981. The first official meeting of the group that was to become the Yankee Air Force was held on October 8, 1981 in the basement of the Ann Arbor Airport terminal building. I was among those who not only decided to join, but also volunteered to head a committee.

Heads of committees were automatically on the YAF Board of Directors. Therefore, the first Board started out as:

President	
Dennis Norton	YAF #001
Vice President	
Greg Smith	YAF #005
Secretary	
Cindy Smith	YAF #010
Treasurer	
Patti Meyer	YAF #008
Membership	
Harry Terpstra	YAF #015
B-24	
Elmer Spencer	YAF #009
Publicity	
Pete Fusco	no YAF #

The first official meeting of the group that was to become the Yankee Air Force was held on October 8, 1981...

Well, we had a Board. We had no money, no membership dues were set or forms made, no official organization name, no rules, no bylaws and we were not incorporated. We weren't even sure what ultimate direction we were going in yet. Our one common goal was getting a Ford-built B-24 and we were all committed to making this historic aviation organization work. Things began to take shape very quickly. The Board and interested people met every two weeks to start to hammer out these details. From that first meeting, we discussed fly-ins, newsletters, fund raising and pancake breakfasts. None of the Founders, and few of the leaders to follow, were experienced or trained in developing or leading this type of all-volunteer organization. We relied on each person doing what they did best and on working though issues together, learning as we went along. The key to early success was once we made a decision together, everyone worked toward that goal.

At the YAF meeting of October 22, 1981, we added **T. J. Wilkins** (YAF #023) and **Phil Lundy** (YAF #012) to the Board and set our annual dues at $25 for individuals and $35 for couples. We all paid our dues and were assigned numbers in the order that Patti logged them in; that is why early-on when couples joined, the woman got the lower member number. At first, minutes were kept of both the Board and general membership meetings as all members voted on our critical decisions; we were very democratic, and regularly had brainstorming sessions with all the members. **Jackie Terpstra** (YAF #014) became the recording secretary to free up Cindy's time for more business-related efforts. Patti Meyer also set up our first accounting system at this time.

I've been asked many times how we got the name *"Yankee Air Force."* **Dennis Norton** was always the champion of this name, whether it came from the little blue Grumman "Yankee" at *Acme* or, less likely, a take-off on the *Confederate Air Force*. This was not a universal choice at the time. In fact, at a late October meeting, **Glenn Lamont** (YAF #039) was going to push for a more generic alternative, but was unable to attend, so the strongest voices in favor of the YAF prevailed, which I don't think any of us regret. We made every effort to point out that we were not organized to compete with the *Confederate Air Force*, but to offer an alternative that anyone could participate in (part of the reason for our much lower dues).

Our meetings had moved to the *Detroit Institute of Aeronautics*, thanks to **Lee Koepke** (YAF #024) and his partner **Norm Ellickson** (YAF #064). Some of the early programs that Lee and others gave were among the best experiences we could have as a young organization. By early November 1981, we had filed our corporate papers and from here on things started moving at near lightning speed. Even I was shocked, upon review, to see what this group did in such a short time with very few resources.

Our one common goal was getting a Ford-built B-24 and we were all committed to making this historic aviation organization work.

At this early stage of organization, we were more than a little surprised to discover that we were not the first *Yankee Air Force* in the country. In fact, at least one of the previous groups was known to gladly take your money and that was pretty much the last you heard from them. Some folks wanted us to "honor" the other group's membership, which we could not do, but we promised them that our *Yankee Air Force* would be different. We now had added incentive to prove that we were here for the long haul.

Before I list a bunch of milestones, I think it's worthwhile to ask "How did this happen?" I mean we had nothing but the love of aviation, a dream of starting a museum and bringing a Ford-built B-24 back to Willow Run Airport. I think that in the back of our minds, many of us envisioned a lot of chances to fly old airplanes. Little did we know that this organization would so consume us that we rarely had time or energy left for flying or other stuff. Why did so many people not only join the YAF, but also become very active? Why did they gladly pay dues in order to be an important part of this effort?

I may be wrong, but I think it starts with Dennis and the Board. They gave a focused enthusiastic vision to what we were about and involved all members, especially in the beginning, in making the critical decisions. We all owned a part of the "dream" and we all knew that it would take whatever our varied talents were to make it successful. Then, as now, when someone finished their "job" for the day, they helped others until we all could go to *Denny's* for a break (note that food and social time has always been a key ingredient). For most YAF members over the years,

the idea of organizational good over self-interest has been our unwritten rule. Although we did eventually have the normal internal politics and issues of strong egos that any organization has, our first year was relatively free of these problems. Our energies and time were focused on trying to put the organization together.

None of the Founders, and few of the leaders to follow, were experienced or trained in developing or leading this type of all-volunteer organization.

Another key to community involvement was the willingness of members to go to shows, the *Ypsilanti Heritage Festival*, schools, and parades to tell our story and to show the video "*The Willow Run Story* (many of us can still recite the dialog!). This video, which we were very fortunate to get, reminded some and explained to others that we had a rich heritage at Willow Run Airport — a heritage that was worth preserving — and the *Yankee Air Force* was not only talking about it, but we were doing it.

I must also add in hindsight that although it wasn't deliberate, our timing was very fortunate. What I mean is that the people who were part of World War II and our Willow Run heritage were just reaching retirement age and not only had some time to help, they were young and energetic enough to participate and to teach others their craft and experiences. I am afraid that if we were just starting the *Yankee Air Force* today, we would have a much more difficult time of it.

The final key to our success was yet to come — having a place of our own.

On November 18, 1981, the membership viewed the logo designs submitted for our new organization. We felt that this was an important part of our public identity. I was honored to have submitted the winning design as my small contribution to the YAF. During the past week we sent out our first newsletter. Each member was to get a nametag and membership card.

By November 22, a month and a half after our first meeting, we hosted our first open house at the *Butler* hangars. We had aircraft ranging from **Dennis Norton**'s Stampe, **Ed Smith**'s (YAF #03) Swift and **Jack Spanich**'s (YAF #240) Skyraider, **Glenn Lamont**'s B-25 to *Zantop*'s DC-8 transport. There were retail sales--**Cindy**, food--**Dennis Neveu** (YAF #016), "*The Willow Run Story*" and sign-ups for memberships. It was cold, but we had a good turnout making a whopping $1,273.95, raising our checking account to $2,600!

After the fun, we got back to business on December 3rd which included adding **George Taylor** (YAF #035) to the board to replace Pete Fusco, which finalized the recorded Founding Board, approved our bylaws and voted to extend Charter Membership to those who joined within the first year. The goal was to encourage people to join right away. The second newsletter was issued with **Dennis Norton** as editor, a job he would fill for a few more years.

To this day, people question the purpose or need for our bylaws or regulations. Ours were written (and revised over the years) to satisfy an incorporation requirement by state and federal governments, especially as we desired to become a non-profit museum. This is a very difficult status to get today and operations must meet strict standards. But we also wanted to go on record for all members with what our organizational goals were, provide a framework for appropriate business operations, and provide a way to ensure that what we started would continue in a recognizable way, even when the Founders turned the group over to others.

It has always been a goal to create a flexible framework for our organizational good, not one to deal with individual behaviors. Over the years, all regulations and policies were created with the idea of making it easier for the next board or chairman or crew to know what to do (and make them aware of outside agency rules), not to be a way to restrict their creativity or ambition. This is a way to pass on our experience (good or bad) so that the next person's start-up would

be less traumatic. In other words, these were to be the tools we pass on, not the handcuffs we could use to control others.

Dennis and T.J. were already talking to Wayne County about supporting the museum idea. They hinted that we might be able to get one of the old hangars on the east side of the airport. At that time, there was very little activity in that area with only the FAA offices and ERIM (for those unfamiliar with YIP-speak: *Federal Aviation Administration* and *Environmental Research Institute of Michigan*... and YIP is the identifier for *Willow Run Airport*). I remember riding over there with Jackie and looking into all three of the vacant hangars late one cold day. We both said that it would be great to get #2041, but we couldn't imagine that the county would be that generous. Fortunately we were wrong!

On December 30, the YAF Board, now meeting at the tower, discussed getting the hangar and trying for four different aircraft: a Douglas B-23 Dragon, a Grumman Guardian, an A-26 Invader, and a Ford-built B-24 Liberator bomber.

We ended the year, 3 months old, with $4,272 in cash and 206 members. We were thrilled! Within the next year, members would include people from every profession or trade who would add their talents to our success.

On January 20, 1982, we set the parameters for various types of membership. ***Founders*** were those who joined before 31 December 1981 (YAF #1 - #206). All those who joined in the first year, by October 1982, were ***Charter*** members. These titles were for recognition only and carried no special privileges or rights. Also established were ***Charter Life*** and ***Corporate*** membership categories, each with a one-time $500 dues payment. These were important at this early stage, as dues were our major source of income. Our ten committees presented budgets and goals for the coming year. **Dennis Norton** presented the five-year lease concept for the hangar, which was approved. Discussions began immediately on renting space to airplane owners. **Mike Bergeron** (YAF #NONE), **Brian Conley** (YAF #04) and **Dick Kolbas** (YAF #167) formed the first Hangar Committee. Their efforts would be our focus for the next five months.

...it would be great to get #2041, but we couldn't imagine that the county would be that generous.

We were given permission to use the hangar and we started work on January 24, 1982, to make the hangar useable. Everyone had a shift of chipping frozen floor tile off the hangar floor with ice spuds — what fun! They would shatter if hit properly but became deadly projectiles. **Cecil Houchins** (YAF #062) had a serious case of frostbite on his hands and feet after one session; I'm sure he was not alone. Others found that the north-end hangar doors had been "stowed" in boarded-over alcoves and we proceeded to open up the north end for accepting airplanes. Windows, insulation, plumbing, electrical systems, lighting and walls needed replacement or repair. We had absolutely no heat as all the existing systems were designed for steam, which was no longer available. The *Tin Lizzie* restaurant (also now gone) became our new favorite place to *"th-th-th-aw out!"*

We were already getting items for the museum. One early donation in particular came as a real surprise. A gentleman dropped off two wooden crates and said we could use the contents for display. We were amazed to discover that they were Sperry bomb sights straight from the factory, complete with papers and logs, never used. Contributions of artifacts and materials started to multiply and we needed to figure out how to use our new home.

We set things up initially to allow as much flexibility as possible with the least amount of work. Doors and walls were added or moved. A mezzanine on the south end was removed and the liberated hangar doors repaired through some efforts of people at *GM Hydramatic*. Over the years,

We ended the year, 3 months old, with $4,272 in cash and 206 members. We were thrilled !

we received a great deal of help from *General Motors*, thanks to **George Griffith** (YAF #304), then general manager of the *Hydramatic Division*. Our first meeting room was at the south end of our hangar where Security and the Engine Rooms are now located. The second floor museum displays are still in the same place, but started with the *World War I* exhibit room. The *"Dog House"* was just that (not a meeting room) with **Bill Abbott** (YAF #232) in charge, making hot dogs in a coffee pot. There was a Carpenter Shop where **Ray Gillman** (YAF #183) and crew produced all manner of wonderful things including the folding tables we are still using today. **Frank Modlinksi** (YAF #238) made sure people knew where to find us by cutting out big **YANKEE AIR FORCE** letters and installing them on each end of the hangar so you could see our name from Ecorse Road or in the air. I can still picture Patti and Jackie painting the blue band around the entire inside of the hangar bay. Someone renovated a trailer with fold-up sides, which we could take to events with our retail and membership information. Many dedicated people worked this booth throughout our first few years. It was hard work but it got the word out. It didn't take long for many of us to realize that this museum may focus on aviation, but to be successful, a lot of "non-aviation" work was required, and it still is.

In March 1982, we received our Federal Tax Exempt 501(c)(3) number, which gave us added legitimacy and we got the OK to get our first YAF aircraft, which became the love of **Ralph Gilpin** (YAF #753). The RF-84K was in the Van Buren Township Park where it was a playground fixture. Work began to get it ready to move.

We discussed the possibility of getting the C-47 from *ERIM* and the hangar sponsorship program was approved. Another one of our income sources from the beginning was retail sales, headed by **Terry Emery** (YAF #352) who took over from Cindy. Items were limited to some T-shirts, videos and aviation toys. Throughout May 1982, we started using areas within the hangar and on May 11, we had the first general membership meeting there. The big decision was to approve the "official uniform" of the *Yankee Air Force*. The navy blue hat and white golf shirt with the YAF patch were to be worn with navy blue slacks or skirts. These items were available to members only. I'm sure the rest of the evening was spent discussing our first hangar event.

On Sunday, May 16, 1982 ... enough work was completed to publicly dedicate the museum. It was a grand event.

On Sunday, May 16, 1982, just four and one-half months after getting into the hangar, enough work was completed to publicly dedicate the museum. It was a grand event. Speakers included Grace Hampton, Claude Dukes and Freddie Burton from *Wayne County*; Mary Creason, head of the *Michigan Aeronautics Commission*; Anne Hitler from the Ypsilanti Visitors Bureau, and John McDougal, Executive Vice President of *Ford Motor Company*. Aircraft on display included a B-25, five Stearmans and three AT-6s. We were honored by a rather low and close fly-by of F-4 Phantoms from *Selfridge Air National Guard Base*. It "snowed" paint chips from the rafters for 20 minutes after their pass. An added attraction was participation and displays from the *T-Bird Club* organized by **Dave Cunningham** (YAF #403). The ribbon was cut by towing **Glenn Lamont**'s B-25 through the hangar doors, all of which was filmed by **Gary Basset** (YAF #002). We included our first fly-in/drive-in breakfast (chaired by **Dennis Neveu**) with the result of adding 90 new members and a profit of $2,183.86. This raised our membership to 461. We had a home and things were looking up. We had a lot to be proud of, but more was to come.

Things continued to happen faster than we had hoped or dreamed. On May 15, 1982, **Lee Herron** (YAF #464) had come to our Board and asked for permission to start a chapter in New Jersey. I recall that this was very flattering for our young organization, but were we ready for this big step? After much soul searching and debate, we agreed to work with Lee to start the process for organizing the Northeast Division. Pretty heady stuff, but there was more. We received our first national publicity in June 1982 when the YAF was featured in a *Ford Times* article written by Les Langlois. The original watercolor by Larry Woznick, used as the article's front piece, is displayed in the *YAF Room* of our museum.

On June 12 and 13, 1982, we co-hosted the first *Willow Run Airshow* in ten years. What fun!! **Chuck Newcombe** (YAF #489) was the airshow operator but the planes were based at the YAF, as co-sponsor, along with the air-

show party—our first big band dance with *The Ambassadors.* What made this show even more exciting was that the airshow centerline ran north/south just west of our ramp (where the tower now is). The acts were up front and personal with the spectators on "our" ramp *(Preafrooder's note: ... and I also remember that some grandstand bleachers were available and our picnic area was fenced in).* The Airshow Committee chairs were as follows:

Security —
Ed Hennessey (YAF #090)
Tickets —
Jim Ledbetter (YAF #045)
Hospitality —
Dennis Norton (YAF #001)
Promotion —
George Taylor (YAF #035)
Operations/Staging —
T. J. Wilkins (YAF #023)
Harry Terpstra (YAF #015)
Parking —
Stan Wiec (YAF #155)
Facilities —
Bill Wier (YAF #112)

Bob Hoover and the *Blue Angels* were there and it was really hot. Also participating were the *Golden Knights,* 20 warbirds through the YAF and Leo Loudenslager. Warbirds present were as follows: three T-6s, one Navion, seven Stearmans, three P-51 Mustangs, one B-25, one Waco, one Stampe, one Storch, one Skyraider, and one F-84 on static display. 150 new members joined during the airshow to swell our roster to over 700 new members. We received $5,000 for our efforts plus earned $6,205 in retail and memberships, so our assets had grown to $19,405.

T. J. Wilkins was everywhere that weekend in his yellow *International "Scout"* which soon became the infamous official Airshow Boss vehicle, and I believe it still exists*!*

An interesting note on one of the new members that weekend. This person was known for <u>not</u> joining organizations until he met **Patti Meyer**. He couldn't say no to her. So — **Robert A. (Bob) Hoover** became YAF #650*!*

If you have ever worked an airshow or major event like our first airshow, you will understand the feeling I'm going to describe. You are so tired, you are wind and sunburned, your feet are swollen (you don't dare take your shoes off until you get home) and you have lived on hot dogs for at least 4 days, yet you feel *GREAT!!* You know that you were part of a successful major event and there's nothing better than sharing the "afterglow" with co-workers over pizza and "pop." This was the condition of about 40 or so members in the Meeting Room on Sunday night after the airshow. You feel that any job will be easy after this*!* At some point, a few folks, including Dennis and T.J., were out in the hangar and started thinking about *ERIM*'s C-47 that was still in the hangar. With that "we can conquer anything" feeling in the air, they said *"Let's buy the C-47 !"* We all loudly agreed and someone said "pass the hat so that people can put their money where their mouth is." I'm not positive how much cash we raised that night, but the honor of the first contribution goes to **Chuck Wooliver** (YAF #083) for the $20 bill he put in.

At the June 1982 meeting, there were discussions with **Dave Pettyes** (YAF #244) about the upcoming *Flint Airshow* on Labor Day weekend. The focus was on options for getting the C-47 and possibly *ERIM*'s Convair, as well.

On July 15, the lease terms with Wayne County were favorably reviewed. The first Division Charter and related Bylaw changes — drafted by **Lee Herron**, **Harry Terpstra**, and **Geoff Gerling** (YAF #139) — were reviewed and approved. We believed that the challenge was to do all we could to make all Yankee Air Force members feel they were important, could participate, and were treated equally.

By July 21, the initial purchase agreement for the C-47 was approved for a total price of $30,000. It would be paid over a 12-month period and we would get the spare parts that *ERIM* had in stock. The Board also approved heating equipment for parts of the hangar *(YEAH!).* **Al Bittner** (YAF #054) is named the new Hangar chairman with his first assignment: roof repairs.

...all Yankee Air Force members... were important, could participate, and were treated equally.

The final days of July found **Mike Willman** (YAF #097) leading a crew in the recovery of the RF-84K. It arrived on July 24, 1982. Our first airplane. We were thrilled, even if it was a jet (or a "blowpipe" — which was **Frank Modlinksi**'s definition of a jet)*!*

After about a month off, we hosted our first YAF dinner-dance on August 14, 1982. This was chaired by **George Taylor**, **Patti Meyer**, **Cindy Smith** and me. The feature attraction, besides good food and fellowship, was the C-47 as the backdrop to *The Ambassadors* big band.

At the August 18th meeting, ***Senior Life*** membership was approved for persons over 60 with one-time dues of $250. We discussed the continuing search for a B-24. So far, Elmer Spencer had led a tremendous effort to get leads and trace them down. An example of these leads went like this, "I know that a B-24 is buried, intact, at the end of the runway at the old Kent County Airport in Grand Rapids, Michigan." It turned out that "something" was buried there, but it sure wasn't a complete B-24. The B-24 group did a lot of traveling, hiking up mountains and trying to negotiate for an airplane. The idea was at the foundation of the YAF and members would not let us forget it (still true today)*!* **Geoff Gerling** was setting up our first computerized membership lists and discussions were held about our first elections. The Election Committee was **T. J. Wilkins**, **Ed Hennessey** and **Paul Kasmer** (YAF #203). As part of this issue, terms of office were established. In a big step, *The Ambassadors* were named the official Big Band of the *Yankee Air Force*.

On August 26, 1982, the Board met and approved a major change in our organization. This was a direct result of our growth and the desire to treat all members equally. We decided to establish a corporate management or Headquarters Board and all members not in other divisions would be in the "new" First Division—Willow Run, which would officially have been established in 1981, for the record. Once this was in place, the Board approved the Northeast Division in New Jersey as the Second Division. Elections for this new organization structure were set for November 3, 1982. At this meeting, we received approval from the United States Air Force at Wright-Patterson to obtain objects, including aircraft, from the USAF.

In early September 1982, we got our first aircraft tug operational (this may mean more to those of us who were moving planes by hand—sorry)*!* In big news, **Elmer Spencer** and crew were authorized to go to *Aberdeen Proving Grounds* to acquire...a B-29, C-54, F-84 and an F-89! Well, maybe we were a little optimistic. However, in fact, we did approve the acquisition of an F-86, which **Mike LaPine** (YAF #017), **Scott Vetter** (YAF #211) and others brought back from Ohio on September 20, 1982.

On September 26, I got to chair our first anniversary fly-in breakfast. This has to have been the foggiest event ever. Finally about 1 or 2PM, **Lou Spanberger** (YAF #693) and **Bill Rodgers** (YAF #114) managed to fly in with their Stearmans *(Thank you!).* Actually, we had about 500 drive-ins and got 70 new members, including our 1,000th member, Mr. **Wallace Donahue** (YAF #1000)*!* The best part was that we got our first flyable aircraft, our C-47, by presenting *ERIM* with a $10,000 check. What a thrill*!* And, not to mention, a few tears.

... after one year we had 1,160 members. Who would have guessed we would grow that fast with so many quality people joining in? I am still amazed and thankful for that early success.

At our October 20th meeting, we reported that after one year we had 1,160 members. Who would have guessed we would grow that fast with so many quality people joining in? I am still amazed and thankful for that early success. **Mike Lapine** and **Elmer Spencer** were asked to draft requirements for pilot qualifications—a bit premature as it turned out, but it was another sign of our optimism. **Patti Meyer** discussed the organization of our first hangar inventory, which had to be completed for the first year's financial statements. We agreed to charge fees for non-member visitors to the museum. We talked about C-47 paint schemes. Elmer was also appointed to chair our first awards program or *"Aviation Hall of Fame."*

I believe that work on the C-47 had already begun at this time with key people involved being **Ron Haviland** (YAF #021), **Fred Lockwood** (YAF #132), **Norm Ellickson** (YAF #064) and others.

October 1982 also saw our fifth event of the year, the Halloween Dance, hosted by **Pat Wilkins** (YAF #081) and **Bill Ray** (YAF #271). In the first 6 months after moving into our hangar, we had hosted 5 major events!

Our first big election was November 3, 1982. New terms were to begin in January 1983. Results were as follows:

NATIONAL BOARD

President	**Harry Terpstra**	YAF #015
Vice President	**Paul Kasmer**	YAF #203
Secretary	**Cindy Smith**	YAF #010
Treasurer	**Patti Meyer**	YAF #008
Directors	**Phil Lundy**	YAF #012
	T.J. Wilkins	YAF #023
	(LATER **Geoff Gerling**	YAF #139)
	Elmer Spencer	YAF #009
	Dennis Norton	YAF #001
	(LATER **Davis Sommers**	YAF #714)
	Al Bittner	YAF #054

WILLOW RUN BOARD

President	**Dennis Norton**	YAF #001
Vice President	**T. J. Wilkins**	YAF #023
Secretary	**Audrey Ray**	YAF #271
Treasurer	(LATER **Nancy Lockwood**	YAF #133)
Directors	**Dave Cunningham**	YAF #403
	Bill Wier	YAF #112
	Frank Modlinski	YAF #238
	Paul Kasmer	YAF #203
	Bob Smith	YAF #109

The effect of this election on the organization is discussed briefly at the end of our story.

At a special Board meeting on November 11, 1982, the hangar lease agreement was approved. We had 5 years to prove that the Yankee Air Force was an asset to the community and that we should be part of Willow Run Airport if we wanted the lease to be extended beyond that.

At our regular meeting on November 17, 1982, we discussed reports of a B-24 search in Australia and India. We outlined the progress on our first brochure and announced our new mailing address.

We had 5 years to prove that the Yankee Air Force was an asset to the community and that we should be part of Willow Run Airport.

We reviewed the requirements for pilots and maintenance that Elmer's committee had assembled (that was fast!). The Northeast Division's request to purchase a C-45 was approved and the Library was open to the public. It was announced that the following aircraft now resided in our hangar (most privately owned): C-47, AD-4N Skyraider, F-86L Sabre, AT-6, PT-19, PT-23, SV-4C Stampe, RF-84K, Navion, J-3 Cub, Erco Aircoupe, and a Great Lakes biplane. Finally, the Mid-Michigan Division was approved to organize (but not yet official).

In the last month of 1982, **Dennis Norton**, **Paul Kasmer**, **T. J. Wilkins** and I finalized the division operations policy summary, which was to clarify how the two Boards would operate at one location.

The final Board meeting of the year included receiving $147 from **Bill Abbott**'s weekend hot dog sales, which were for the C-47 fund. We were approved to receive military surplus from the *Department of Management and Budget Property Assistance Program*. **Phil Lundy**, **George Taylor** and **T. J. Wilkins** became our first Donation Review (Screening) Committee. **Frank Modlinksi** arranged for the donation of a forklift. The Mid-Michigan Division was approved to start operations with **Dave Pettyes** as their first President. The Wisconsin/Illinois Division was approved to organize.

Yankee Air Force is still going strong, so there is no ending in the traditional sense of a story. However, I think that the end of 1982 also ended the first phase of our development, which was marked by our organization's change. We had assets at year-end of $124,818.45,including $18,000 cash and our membership roster was up to 1,250 members. We had all worked hard and we had been extremely fortunate to have the opportunities and successes that we did. We were very optimistic for our future and perhaps a bit naïve; and although we did not realize it, many members were getting tired (most of us also had full-time jobs).

I wish I could say that we all lived happily ever after; however, we didn't. YAF members have always come from diverse backgrounds and have a rich variety of experiences. Our motives for joining and becoming active are also quite varied. Some of the reasons included becoming interested because they or a family members were involved in aviation or the military. It may be because they wanted to help a museum group or because they just love old airplanes. Each member has their own goals or priorities for themselves and the organization. While this is healthy, it also can lead to conflicts if there is not consensus on the direction for the organization or if there are not clearly defined and understood goals.

I wish I could say that we all lived happily ever after.

The next few years would be extremely difficult ones for the organization's leadership and confusing for many members. However, despite any of these trials, we still had fun, still added great accomplishments and still grew. The organization, though tested, reorganized in late 1983 and not only survived, but also became stronger and smarter as a result. The biggest regret any of us involved would have is that we lost some very good people, some for good, during this time. It is hard and humbling, but like any young organization, you make mistakes and the good organizations like ours learn and are improved. Maybe someday we can write about this phase of our growth and how we worked to higher levels.

The Yankee Air Force has grown and matured over the years (so have many of us!). Many of us never did get the chance to actually work on aircraft or to fly in them because of the jobs we had, but we had the reward of seeing the museum and the aircraft collection grow. Members have always made sure when the leadership veered a bit that they get back on track. Our best leaders have learned that individual priorities or egos must be second to the continued health of the organization. There is an optimistic, enthusiastic sharing tradition of our members that we must encourage and appreciate if we are to continue to be successful. We are, after all, a volunteer organization. Who knows what the next generation will do. I can't wait to find out!

It is always difficult to tell a story like this and include all those who contributed their time, energy and money. The following Founders and Charter Members are also a part of our story and should be recognized. They truly deserve our appreciation.

	YAF #
Bill Barber	364
Bill Bordeleau	530
Bill Bottle	066
Don Burke	061
Marjie Carpenter	549
Rich Carpenter	550
Danny Clisham	108
Barb Cook	1041
Frank Day	738
Bev Demko	428
Don Edmonds	134
Karen Ellickson	314
Michael Erard	812
Bob Fenner	887
Ray Friant	029
Don Gillespie	719
Ruby Gillespie	720
Betty Goddard	740
Leigh Goddard	098
John Golderer	855
Dennis Golderer	856
Nadia Golowach	896
Ray Golowach	853
Gerald Gorecki	394
Gregg Gorecki	241
Pat Gorman	423
Al Gotts	300
Bob Graham	400
Charles Greenwald	756
Louise Greenwald	757
Carol Guenther	1004
Clyde Guenther	1003
Ken Guenther	561
Larry Haase	070
Todd Hackbarth	429
Richard Hagelthorn	834
Jim Hanford	370
Don Harner	986
Yvonne Harner	987
Walt Hart	612
Joe Hass	258
Earl Hewitt	981
Marv Hoffrichter	944
Max Hubrich	159
Russ Kenyon	074
Hank Koski	274
Bill Lary	178
Ken Lemke	683
Robert Levine	787
Earl Loeffler	741
Jerry Luther	065
Grant Martin	393
Russ Maxwell	827
Bob McLaughlin	030
Otto Mueller	881
Ken Mullins	185
Ray Newhouse	833
Pat Nugent	140
Ken Palmatier	256
Barb Parks	762
Olif Parks	761
Audrey Ray	271
Clint Ray	273
Ralph Rea	328
Jim Redick	076
Wiley Reel	007

	YAF #
Stan Reich	055
Don Richter	401
Pat Riley	554
Grant Schwartz	780
Tom Shattock	285
Jim Shepard	168
Hal Sherman	931
Larry Silver	129
Joe Slavik	825
Norm Smallwood	539
Shirley Smith	028
John Snider	940
John Spellich	432
Jack Stankrauff	228
Barb Sutton	385
Don Sutton	384
John Syler	910
Sam Tabor	850
Ed Teliczan	231
Jim Uhley	973
Pat Vaughn	286
Ted Verody	997
Bill Walter	618
Tom Webster	217
Bob Wenzel	071
George Whitfield	439
Norm Woods	020

First submitted
14 September 2000
by **Harry A. Terpstra** (YAF #015)
with lots of help from
Jackie Terpstra (YAF #014)

Art Scholl's Super Chipmunk on the ramp west of our Hangar in August 1985
LINDA TERENTIAK

THE HANGAR ...

Oh, I know it was officially the home of the Yankee Air Museum. But for anyone who ever spent much time there over the past 23 years, it was, and always will be, The Hangar.

I won't pretend to know how anyone else feels about the loss of the Museum building, but the following are some of my personal thoughts and memories of this special place. Maybe by reflecting on some of them, we will be able to be optimistic about our future and the creation of new memories and friendships.

Jackie and I just got back to our home in Grand Rapids that night and the phone rang. It was some friends of ours who live near I-275. They said they had seen a huge column of smoke and had heard that the Museum might be on fire. We could not believe that was possible and we hoped it was a mistake. We hurried to our answering machine and sure enough, there was that message from **Don Burke**: The Hangar had burned to the ground. We could hear the sadness and shock in his voice. Shortly after that, **Dennis Norton** called to once again confirm the worst, but also give a ray of hope by telling us that the three main flyable planes had been saved by the heroic efforts of a few members.

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Our ship was caught in a terrible storm. It seemed as though we would be ripped at the seams and torn apart. Panic was about to take over. At that point, our captain simply began to tell the history of our ship. "This ship has gone through many storms before, some almost as bad as this one." He described how our sturdy ship had been built, the distance it had sailed, and the storms it had encountered, then assured us with confidence, "So! We will trust our good ship and God who rides this storm with us. We can see it through!" And in the midst of the storm, we felt at peace with each other, safe and sound, afloat with our ship, buoyed by its history. We survived our worst storm. *"A Positive Minute" from The Hour of Power 29 October 2004*

I think so much about all of you who must still be in some state of disbelief about the loss of the hangar, the contents and all of those irreplaceable treasures. There always were challenges but this one is truly enormous. Good luck and blessings to all of you during the months and years that lie ahead. ~ Sylvia Hackbarth

THE HANGAR ... CONTINUED

The following week I was finally able to see it for myself before a planning meeting for the new Museum. At that meeting, I saw some of the amazing photos for the first time and my first thought at seeing the huge flash-over was what a miracle it is that no one was seriously hurt.

A week and a half later, we received our copy of *Hangar Happenin's*, which initially was sort of a weird thing. I glanced through it and because it was mostly written before the fire, it seemed as if everything was still the same, until the last page and the article by President **Jon Stevens**, which told about what happened. Going back through the newsletter I came to the article about the recent Founders Day Anniversary Celebration. Seeing the photos of people enjoying the dinner and airplanes in that special place started a flood of memories.

Of course, many of the best memories relate to events and all the people involved. Like the Founders Day when we had the big USO Show. I'll never forget **Frank Day**, **Jim Uhley** and **Walt Hart** dressed up like the Andrews Sisters and then performing some of their best songs. Or that same show with one of the **Golderer** twins and **Ray Gollawach** from New Jersey doing their take-off on the Abbott and Costello "Who's on first?" routine. We thought we would die laughing! At another big dance, we had a hot air balloon tethered out on the north side—what a sight at night with the colorful glow of the balloon when they lit the burners. I think one of my personal favorite things was walking the flight line with Jackie during the dances. There is nothing that can beat the feeling of being out there on the ramp on a warm night, in the moonlight, among the wonderful old planes, hearing Al Townsend's band playing Glenn Miller's *Moonlight Serenade* and walking with someone special. What could possibly be more romantic or more rewarding after a hard day's work at one of our events? I'll never forget walking through the breakfast line and getting hot pancakes from **Charlie Greenwald** and the rest of the gang before an event. It was hard to beat those hot breakfasts and sitting with **Don Burke**, **Jim Redick**, **Earl Hewitt** and the rest of the Ramp Crew as we try to plan our day.

I am also reminded of some things that may not be normally associated with a museum. Things that were unique to the Yankee Air Force and who we are. Things like the wooden board in the meeting room with the name badges of members who had passed on but who we honored in memory. Or *Phred!* Phred was the luckiest stuffed duck you would ever meet. Most of us were extremely jealous of him and his newer friend Filis. Phred was handsewn, given to **Jim Redick** by one of the *99s* from Ohio, and became the early mascot of our Ramp Rats. Phred went out on the tug with us and when visiting flight crews saw him, they could not resist taking Phred for a ride and autographing him. He went with the *Blue Angels*, the *Golden Knights* (earning his jump wings) and on many warbird flights and was kidnapped by a visiting C-130 crew. Phred was finally rescued and returned to retire in the old Ramp Room in the northwest corner of the Hangar. Phred was a symbol of our wonderful relationships and the fun we had, despite lots of hard work.

Another unique spot was the YAF Room upstairs. This was a place for us to display special items that related our history, awards we gave and those we received. It was where the original water-color painting for the *Ford Times* cover article was displayed. **Bill Abbott**'s non-regulation red YAF cap was on display, rescued before it totally wore out. The YAF Room exhibited the awards for our aircraft restoration efforts from groups like the *Experimental Aircraft Association (EAA).* This may not have held a lot of interest for the public, but the YAF Room was packed with special memories and milestones that inspired our members.

In thinking about this article, I wondered why that drafty old place that was so much work was still so special to us. Over the 23 years we spent there, it became the one constant symbol of our organization. Planes and people would come and go, but the Hangar was always there, always the same (well, sometimes hotter or colder). Also, I think we were all proud to have been a part of a truly unique place in the world of aviation museums. Where else could a visitor experience historic aviation so close up and in such a casual way? Where else could you see on-going restorations or talk to the folks doing an annual inspection on a B-25 without paying extra fees or having a special pass? How many museums were glad to offer a broom to a visitor when things needed to be done and discover later that the person was an executive at some big company and they had become another valuable hard-working member? Where else but our Hangar could you walk in after being gone, and have it feel a lot like coming home?

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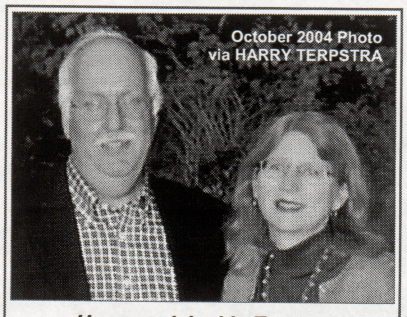
THE HANGAR ... CONTINUED

Not living in the area, we experienced this very often. Coming into the hangar, we soon saw old friends like **Don Burke, Fred Lockwood, Norm Ellickson,** and **Bernie Hallman** in the Membership Office (his standard greeting was always "Harry who?" and yes, I still have the sweatshirt with that on it) and so many others who greeted you with a big smile and a handshake. Friends who couldn't wait to see what you were up to and bring you up to date on the things there were doing.



Harry and Jackie Terpstra
Yankee Air Force Founding Members

The Hangar was also the place for meetings. Lots of meetings. General Membership Meetings, Board Meetings, Committee Meetings and plain old casual meetings over a cup of hot coffee in the Dog House. And, of course, there were some tough times, too. Over the 23 years, our organization changed as we grew, and change is not always easy, especially in what is mostly an all-volunteer group like ours. We each have our own vision of where we should be going and there were times when we struggled to find the right path. We even made a few mistakes along the way. I remember Board meetings that went on until 1:00 in the morning or membership meetings that were not very much fun. Sometimes we had to deal with relatively simple issues like who had keys to the Hangar or the tougher ones like whether we would start and support a new organizational structure to include Divisions or take a huge risk to acquire an important aircraft (which included a personal loan guaranteed by some of our members)! On the other hand, I recall many special times at our membership meetings, like **John Snider** with his monthly *History, Heritage and Humor*. Or times when we came together and voted to support tough or risky decisions. There were also those special times when we recognized the sacrifices and contributions of members who worked so hard to make our organization a success.

Yes, the Hangar is gone and it is a sad thing for all of us. However, I think it is important for us to cherish our own special memories and to remember what made it such a special place, things we have not lost—our friendships, remembering the work we did there, and the pleasure of seeing the excitement of new visitors experiencing the place for the first time. It will take some time to create our new Hangar. In the meantime, we need to keep working together and continue our best efforts, even if it means doing jobs that we normally didn't do. On the positive side, I have already been thrilled to see some familiar faces from the past since we lost our Museum and to see the support from other organizations who wish to help us get operating again, better than ever. We need everyone's support and continued active participation to keep the spirit of the Yankee Air Museum alive and to start a whole new generation of Hangar Memories.

Harry Terpstra

Long-Range Planning Committee

We've had to shift gears due to the fire, but we've started to meet again in order to make short- and long-term plans for our Museum, events and membership programs. At the November 2004 meeting:

Current LRPC focus

Short-range: *Come up with a plan to re-establish a presence on the east side of the airport near our old hangar location. Reasons discussed were (1) Museum Store needs to manage inventory of airshow retail merchandise. Unanswered and to be determined are actual site and utilities requirements. There will be no administrative offices other than a small retail office on the east side. (2) Need to conduct FLEX rides for non-members who are not authorized access to the airport's west side. It was suggested we use an FBO on the east side, but this would not be feasible due to ramp and auto parking limitations. (3) Museum Store could collect admissions from visitors to the airpark. (4) It would re-establish YAM near its old site and lend credibility to YAM's continued existence. That's where the public will still come looking for us. (5) Would keep members and visitors away from Hangar 2. (6) Establish a non-intrusive presence on the east side of the airport as YAM had previously.*

Long-Range: *The* ***LRPC*** *will also be looking at where we want to be in five years. This will be a living process, to go along with the phases of our Museum construction. We are still going to tie into our established theme of an events-driven organization and a place where history lives. We were given an assignment to take this broad sweep and translate it into short and intermittent goals that match YAM's. We will also discuss this vision at December's meeting on 12/21, the first day of Winter.*

Randy Hotton / Dave Steiner

BOARD REPORT

17 November 2004
by **Dave Steiner**

General Asks for Closed Session

The Board went into Executive Session to hear the comments of General Metcalf and other representatives of the National Museum of the USAF concerning the fire and aftermath. This closed session was at the request of General Metcalf, but it certainly annoyed more than a few general members who had come to witness the proceedings. The news isn't good. The AF Museum holds us responsible (to the point of Board members' personal liability) for the loss of United States Government Air Force property/assets on loan to Yankee Air Museum that we were charged and under contract to preserve and protect. It is probably going to cost us a considerable amount of money. What money we've supposedly saved not making insurance premium payments over the years might start to look pretty good once we get through this.

Transfer of Funds Tabled Again

Regarding a transfer of funds to the *Michigan Aerospace Foundation*'s Yankee Air Museum Recovery Fund following the bomb the Air Force dropped on us, President **Jon Stevens** withdrew from the agenda the transfer of our Building Fund and Life/Senior Life Funds to the recovery fund being administered by *MAF*. We might need the cash.

2005 Budget Submitted

The proposed figures for the 2005 Yankee Air Museum budget were submitted by **Bill Colwell** who thanked the department heads for getting their figures in on time. The Finance Budget Committee pared the figures down somewhat from those proposed. They expect gross income of $1.278 million and expenses of $1.267 million, for a net income of $11,400.00 ($0.011 million). Since that is not even a 1% return on the gross income, **Brian Higgins** asked that all department heads review their budgets to reduce expenses and be frugal so we can get closer to a 5% figure that would be acceptable in the business world.

Plans are proceeding and funds are budgeted to arrange an audit of Yankee financial statements. Audited statements are required in most circumstances to be eligible for grant consideration and approval.

For September 2004 we had $156K income and $121K expenses for a net profit of $35K. October 2004 was $21K income and $78K income, a loss of $57K. We can expect the loss for November to be greater, with no income and considerable expenses.

The Board approved an expense of about $50K for aircraft insurance for 2005.

Old Hangar Site Now Fenced

Now that the old Hangar site has been fenced, airport security took over in mid-November. Anyone on the site without authorization will be subject to arrest. Yankee Air Museum had been paying for a security service to keep people off the site (including Yankee members) as it is being treated as a crime scene. That security was necessary and will end up costing us more than $8000. As of this November Board meeting date, the site had still not been released for recovery and salvage. Hopefully by the time you read this, that will no longer be the case, and we will have recovered most of what is able to be salvaged.

Give the Gift of a FLEX Ride

The Board approved the expenditure of $7500 for newspaper advertising during the holidays to promote B-17 and B-25 flight experiences (FLEX rides). This worked very well last year and got us a jump start on spring revenues. Radio commercials were deemed too expensive and not approved.

Stinson Wing Being Repaired

Ray Hunter reported that the Stinson's damaged wing is in Texas for repair and the people there report that it is not bad, so the repairs might not be as expensive as first expected.

Our Foundation Receives Pledge

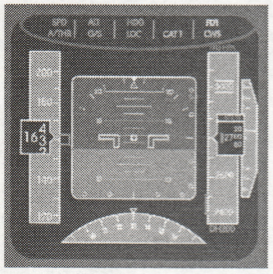
Dennis Norton reported that *MAF* has received a pledge for a grant of $7500 from a foundation in Ann Arbor for architectural work for the "Lindbergh" house on the west side of the airport. This well-built house, although in need of some tender loving care (as was our B-17) may be our new home for offices and eventual library once moved to the YAM area. This $7500 grant carries the stipulation that the money be used only to plan or execute the house move. A master plan for the YAM site should be ready in February 2005.

The Lindbergh House is now owned by Yankee Air Museum

Fundraising Events Need Approval

Vice President **Dick Stewart** advised that any fundraising or charity events for the benefit of Yankee Air Museum must be cleared through **Bob Hynes** or **Debbie Stewart**. Enthusiasm for raising money for YAM through events is appreciated, but it must be done in a coordinated and sanctioned manner. Please e-mail Bob Hynes **bobhynes@yahoo.com** or Debbie **debb1e@comcast.net** (a *numeral 1* followed by a lower case *e*). Or call **(734) 483-4030** to leave a message for either to contact you.

ELECTION RESULTS WILL BE ANNOUNCED IN OUR FEBRUARY ISSUE



ON THE HORIZON

AIR PARK
East side of Willow Run Airport
at Beck & Ecorse Roads

HANGAR
Southwest side of Willow Run Airport
in Hangar 2

www.yankeeairmuseum.org

JANUARY 2005

Tuesday January 4th — ***PIZZA HUT Day !*** ***6 different locations!***
. Rawsonville Road . Washtenaw Avenue
. Carpenter Road . Jackson Road (Ann Arbor)
. Ford Road (Canton) . 7520 N Wayne Road (Wayne)
20% of the day's proceeds to the Yankee Air Museum Recovery Fund

Wednesday January 5th — General Membership Meeting 7:30 PM *Wayne County Fairgrounds*

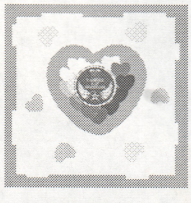
Thursday January 6th — Yankee Air Museum hosts a benefit variety show*!*
The Village Theater at Cherry Hill in Canton, Michigan
50400 Cherry Hill Road at Ridge Road North

Sunday January 16th — ***HAAB'S Restaurant*** on Michigan Avenue in Ypsilanti
10% of the day's proceeds to the Yankee Air Museum Recovery Fund

Thurs-Sat January 20th-22nd — *Great Lakes International Aviation Conference* in Lansing, Michigan

EVENTS TO COME

Saturday February 19th — ***Hearts to Yankee*** **Dinner-Dance & Auction** *Evening Attire Recommended*



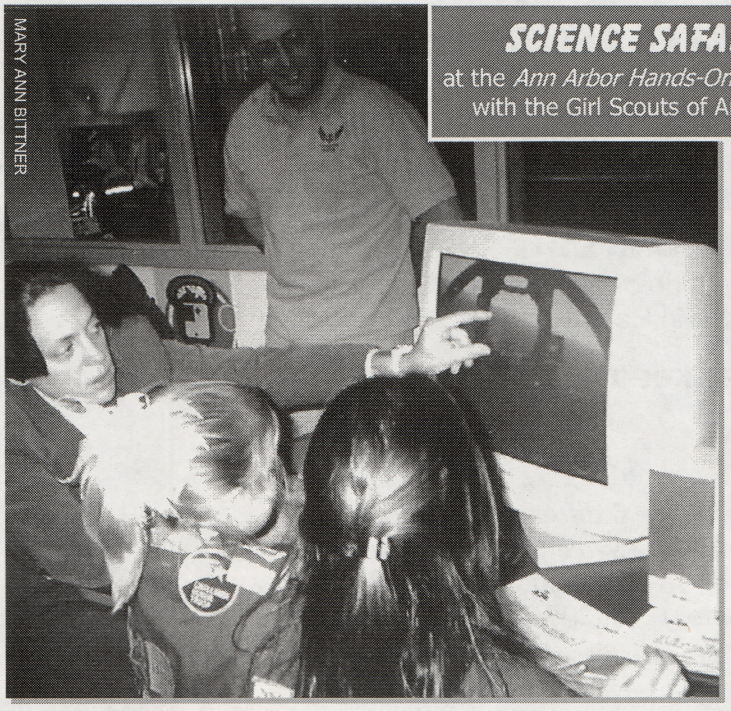
All proceeds will benefit the Yankee Air Museum.
CASH BAR provided courtesy of ***SIDETRACK BAR & GRILL***, DINNER prepared by ***ELITE CATERING***, MUSIC by ***THE COURIERS***, LIVE AUCTION by ***STEVE GROSS of PREMIER AUCTION SERVICES***
Featuring live & silent auctions of pro-team sports memorabilia—private airplane rides—gift baskets and gift certificates—1996 Dark Teal Suzuki Swift automobile—and much, much more—*going, going, gone!*
Morris J. Lawrence Building, Washtenaw Community College
4800 East Huron River Drive between Ypsilanti & Ann Arbor **$45 / person**

Saturday April 2nd — ***9TH ANNUAL*** **Polishing Party** ***FIRST SATURDAY IN APRIL!***
Saturday April 9th — **Spaghetti Dinner** at UAW Local 735 in Canton at 48055 Michigan Avenue
Saturday May 21st — **Willow Run Airport Open House**
Monday May 31st — **Memorial Day**
Saturday June 4th *WEEKEND* — **Vietnam Veterans Touring Memorial *The Wall That Heals***
August 6th-7th — ***Thunder Over Michigan: 60th Anniversary of the End of World War II***

Call for details **(734) 483-4030** or watch for updates at **www.yankeeairmuseum.org**

SCIENCE SAFARI

at the *Ann Arbor Hands-On Museum* with the Girl Scouts of America



Future pilots learn about careers in aviation on Sunday afternoon 14 November 2004. AT LEFT: Flight Instructor Maureen McGee assists young Brownie Scouts with flight simulations custom-made by Yankee computer wizard **Tim Nickell** (standing). ABOVE: This delighted Girl Scout is a natural with pilot's headset and microphone!

The Yankee Air Force is organized exclusively to obtain, restore, preserve and operate historic and vintage aircraft, related components for historical research and public educational purposes, and to establish a museum to facilitate the public display and exhibition of such items.

YANKEE AIR MUSEUM
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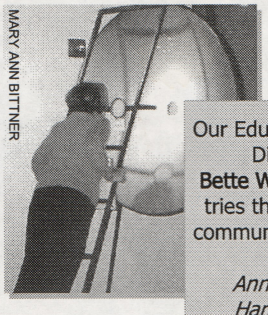

Our Education Director **Bette Watson** tries the dish communicator at the *Ann Arbor Hands-On Museum*

*********SCH 5-DIGIT 48346 2147 S7 P15
DAVID T. SAUNDERS
5010 CLEARVIEW DR
CLARKSTON MI 48348-3933

PLEASE CHECK YOUR MAILING ADDRESS! NOTIFY OUR MEMBERSHIP OFFICE OF ANY CHANGES (734) 483-4030